

## REPORT

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SOURCE Newspapers as indicated.

COMMUNISTS PUSH RR REHABILITATION,  
PLAN NEW BRIDGES

SOVIET ADVISOR URGES CCP TO EXPAND RR SYSTEM -- Kung-shang Jih-pao, 5 Nov 49

Taihoku, 4 November -- A high Nationalist official in Taihoku stated today that the Russian advisor to the Pei-p'ing government, Numanov [?], is urging T'eng Tai-yuan, Minister of Communications of the People's government, to repair and strengthen the existing railroads in their territory, and to construct new lines from Pao-t'ou to Lan-chou and T'ien-sui to Lan-chou, so that in case of World War III, they will be assured adequate transportation facilities.

MINISTER REPORTS RR REHABILITATION PLANS -- Ta Kung Pao, 21 Oct 49

Pei-p'ing, 18 October (MCNA) -- At the Railroad Conference in Pei-p'ing, on 17 October, T'eng Tai-yuan, Minister of Railroads, made the following observations:

Much of the achievement in reconditioning railroads in the Northeast, and elsewhere, has been made possible by the help of the Soviet Union which has let us have the services of some of their most experienced railroad experts, and has given us new rails and sundry equipment for 500 kilometers of track. We have in use 30,000 railroad cars, but there are 9,600 cars out of service. These "dead" cars must be brought to life. Our average daily loadings are 7,240 cars, with an aggregate shipment of 227,200 tons.

The average turnaround time in loadings is 4 days in the Northeast and 3 1/2 days south of the Ch'ang Chiang (Yangtze River). This time must be shortened. For next year, we are aiming at loadings of 10,000 cars per day, with 39,500 cars in use.

Due to the Nationalist naval blockade of our ports, we have reopened for through-traffic the lines connecting Pei-p'ing and Shang-hai which had been closed for 12 years. On them we have transported to points south of the Ch'ang Chiang over 810,000 tons of coal and grain which helped to stabilize prices in Nan-ching and Shang-hai after they were taken over by the People's Liberation Armies.

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We must have the Lung-hai Railroad in operation over its whole length from Hai-chou to Pao-chi by not later than 7 November 1949. On the Ping-Han line, the section between Pao-t'ing and Shih-chia-chuang is to be repaired by 7 November 1949, and 230 kilometers between Shih-chia-chuang and An-yang by the end of December, so that the entire line will be in operation. On the T'ung-p'u Railroad, repair of the section from Lin-fen to Feng-ling-tu, and the section from T'ai-yuan to Ting-hsiang will be completed by the end of December, we hope. Apart from materials locally available, we have some new rails secured, by exchange, from the Soviet Union. As for widening the road to bring it to standard gauge, there are too many problems involved at present; perhaps in 2 or 3 years this matter may be taken up for consideration.

IMMEDIATE REOPENING OF BURMA ROAD, YUNNAN-VIET NAM RR UNLIKELY -- Kung-shang Jih-pao, 4 Nov 49

Chung-ch'ing, 3 November (UP) -- Reconstruction work on the 600-mile-long Chinese section of the Burma Road between K'un-ming and Yuan-t'ing is already in progress, but due to shortage of funds, only a small portion of the whole project is believed to be completed. Included in the entire reconstruction work are 5 or 6 bridges, the largest being the bridge over the Salween River. According to an official engaged in this project, many construction materials are obtained in China, although they are of inferior quality and their transportation costs are extremely high.

The Yunnan-Viet Nam railroad is open to traffic for only a short stretch between K'un-ming and Meng-tzu at present. One railroad engineer said that it will take at least 5 months to repair the remainder of the line between Meng-tzu and Ho-k'ou even with a minimum of rainy days, but as funds and materials are getting short, this timetable may have to be extended.

HAI-CHU BRIDGE TO BE REPAIRED -- Ta Kung Pao, 28 Oct 49

Kuang-chou (Canton), 27 October -- The Hai-chu Bridge spanning the Chu Chiang (Pearl River), which was blown up by the Nationalists, is to be repaired soon. The preliminary survey and reconstruction plans have been completed by the Kwangtung Branch of the Chinese Engineers Association, and were submitted to the authorities for approval. The plans involve using the original piers. In regard to the reconstruction work, an engineer has said that there are sufficient suitable materials and manpower in Kuang-chou to repair this bridge. However, after repairs have been made, the permissible weight on this bridge will be less than before, since it will be limited to not more than 12 tons.

CHE-KAN RR IN FULL OPERATION SOON -- Ta Kung Pao, 29 Oct 49

Shang-hai, 28 October -- Since the restoration of through traffic on the Che-Kan Railroad between Shang-hai and Nan-ch'ang, repairs were completed, 21 October 1949, on the branch line from Chin-hua to Lan-chih. Repairs of the section from Nan-ch'ang to P'ing-hsiang should be completed before the end of November 1949. Thus the junction with the Yueh-Han line at Chu-chou is not far off.

PORTION OF HAN-K'OU--KUANG-CHOU RR OPEN -- Kung-shang Jih-pao, 1 Nov 49

Kuang-chou, 31 October -- Another portion of the Han-k'ou--Kuang-chou Railroad line was opened for traffic beginning 29 October 1949. This section is from the north bank of the Pa Chiang north to Ch'u-chiang (Shao-kuan). The railroad bridge crossing the Pa Chiang is being repaired, and when it is completed, trains will run on this line all the way between Kuang-chou and Ch'u-chiang.

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TO BUILD TWO LARGE RR BRIDGES -- Hua-ch'iao Jih-pao, 23 Nov 49

Pei-p'ing -- A member of the bridge engineering section of the recent Pei-p'ing Conference on Railway Engineering, Mao I-shang, after the close of the conference, stated that the existing Huang Ho bridge on the Pei-p'ing--Han-k'ou Railroad near Cheng-chou, Honan, was a temporary one. He added that it had been decided to build a permanent bridge at a different site, using the materials in the original superstructure for trusses on a larger number of piers. According to Mao, it will cost more to construct a larger number of piers, yet by doing so, it may be more economical for the bridge as a whole because all the materials and labor for the construction of piers are available in China. He stated that the morals of the workers is high, since the railroads now "belong to the People."

Plans for the construction of a bridge across the Ch'ang Chiang (Yangtze River) at Han-k'ou have already undergone two stages of consideration, Mao continued. Although the building of these two bridges is an immense engineering undertaking, he concluded, the Ministry of Railways is confident the task can be accomplished within 4 or 5 years.

NATIONALIST REGULATIONS FOR INTERNATIONAL AIR TRAFFIC -- Kung-shang Jih-pao, 6 Nov 49

Chung-ch'ing, 5 November (CNA) -- An official of the Customs Administration of the Nationalist Ministry of Finance announced that, to prevent the loss of revenue from customs duties, all international aircraft coming into Nationalist territory of China either to discharge or take on passengers and freight, must land at one of the following four airfields specially designated for international traffic: Liu-chou, Kuei-lin, Ch'eng-tu, and Kuei-yang. At any other airfield, both aircraft and freight will be confiscated.

KUO-T'AI AVIATION CORPORATION ADDS NEW LINE -- Hsin-sheng Wan-pao, 2 Nov 49

The Kuo-t'ai Aviation Corporation in Hong Kong, which was planning to establish several additional lines as soon as some of the DC-4s they purchased from England and the US arrived, began the Hong Kong to Saigon line on 2 November 1949. Other contemplated lines, including the Hong Kong to Bangkok, Singapore, and British Borneo, are to begin soon.

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